

**AMENDMENTS TO THE CLAIMS**

1. (Currently amended) An anti-skid device for use in cooperation with a vehicle wheel for positioning a traction member beneath the vehicle wheel, said anti-skid device comprising:

a frame assembly constructed and arranged to be attached to a vehicle, said frame assembly including a movable support;

a swing arm pivotally connected to said frame assembly by way of a double pivot link, said swing arm including a traction wheel with at least one traction member thereon; and

an electric, linear actuator assembled to said movable support and having an extendable shaft that is assembled to said swing arm by way of a connector, wherein extension of said shaft deploys said swing arm such that said traction wheel is placed against said vehicle wheel.

2. (Original) The anti-skid device of claim 1 wherein said traction wheel is connected to said swing arm by a wheel bolt.

3. (Original) The anti-skid device of claim 2 wherein said wheel bolt includes an enlarged spherical head.

4. (Original) The anti-skid device of claim 3 wherein the connection of said traction wheel to said swing arm includes a receiver plate.

5. (Original) The anti-skid device of claim 4 wherein said swing arm includes a mounting end that is attached to said receiver plate.

6. (Original) The anti-skid device of claim 1 wherein said swing arm includes a pivot end constructed and arranged with two clearance holes.

7. (Original) The anti-skid device of claim 6 wherein a first one of said two clearance holes is used for attaching the swing arm to said connector.

8. (Original) The anti-skid device of claim 7 wherein the other one of said two clearance holes is used for attaching the swing arm to said double pivot.

9. (Original) The anti-skid device of claim 8 wherein said connector is an angle joint constructed and arranged to enable limited twisting of the swing arm.

10. (Original) The anti-skid device of claim 1 which further includes a biasing spring constructed and arranged to maintain contact pressure of said traction wheel against said vehicle wheel.

11. (Currently amended) The anti-skid device of claim 10 wherein said movable support includes a pressure plate and said linear actuator is attached to a movable said pressure plate.

12. (Currently amended) The anti-skid device of claim 11 wherein said frame assembly includes a back plate and said biasing spring is positioned between said ~~movable~~ pressure plate and said back plate.

13. (Currently amended) An anti-skid device for use in cooperation with a vehicle wheel for positioning a traction member beneath the vehicle wheel, said anti-skid device comprising:

a frame assembly constructed and arranged to be attached to a vehicle, said frame assembly including a movable support;

a swing arm pivotally connected to said frame assembly by a pivot member, said swing arm including a traction wheel with at least one traction member thereon; and

an electric, linear actuator assembled to said movable support and having an extendable shaft that is assembled to said swing arm by way of a connector, wherein

extension of said shaft deploys said swing arm such that said traction wheel is placed against said vehicle wheel.

14. (Original) The anti-skid device of claim 13 wherein said traction wheel is connected to said swing arm by a wheel bolt.

15. (Original) The anti-skid device of claim 13 wherein said swing arm includes a pivot end constructed and arranged with two clearance holes.

16. (Original) The anti-skid device of claim 13 which further includes a biasing spring constructed and arranged to maintain contact pressure of said traction wheel against said vehicle wheel.

17. (Currently amended) An anti-skid device for use in cooperation with a vehicle wheel for positioning a traction member beneath the vehicle wheel, said anti-skid device comprising:

a frame assembly constructed and arranged to be attached to a vehicle, said frame assembly including a movable support;

a swing arm pivotally connected to said frame assembly by way of a double pivot link, said swing arm including a traction wheel with at least one traction member thereon; and

a linear actuator assembled to said movable support and having an extendable shaft that is assembled to said swing arm by way of a connector, wherein extension of said shaft deploys said swing arm such that said traction wheel is placed against said vehicle wheel.

18. (Original) The anti-skid device of claim 17 wherein said traction wheel is connected to said swing arm by a wheel bolt.

19. (Original) The anti-skid device of claim 17 wherein said swing arm includes a pivot end constructed and arranged with two clearance holes.

20. (Original) The anti-skid device of claim 17 which further includes a biasing spring constructed and arranged to maintain contact pressure of said traction wheel against said vehicle wheel.

21. (New) An anti-skid device for use in cooperation with a vehicle wheel for positioning a traction member beneath the vehicle wheel, said anti-skid device comprising:  
a frame assembly constructed and arranged to be attached to a vehicle;  
a swing arm pivotally connected to said frame assembly by way of a double pivot link, said swing arm including a traction wheel with at least one traction member thereon;  
an electric, linear actuator having an extendable shaft is assembled to said swing arm by way of a connector, wherein extension of said shaft deploys said swing arm such that said traction wheel is placed against said vehicle wheel; and  
a biasing spring constructed and arranged to maintain contact pressure of said traction wheel against said vehicle wheel, wherein said linear actuator is attached to a movable pressure plate, and wherein said frame assembly includes a back plate and said biasing spring is positioned between said movable pressure plate and said back plate.